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**Amendments to the Specification:**

Please replace the paragraph beginning at page 1, line 8, with the following amended paragraph:

Since the air bag of the occupant restraint system is formed into an elongated string-like shape when folded, there exists a possibility that the air bag so folded is twisted when mounted on a vehicle body, and in the event that the air bag is mounted on the vehicle body in a twisted state, a smooth deployment is disrupted. ~~Then~~ To solve that problem, a mark ~~is~~ was imparted on the surface of a folded air bag so that the folded air bag ~~is~~ was mounted on the vehicle body in an untwisted state by visually watching the mark, which is known by the following patent literature.

Please replace the paragraph beginning at page 1, line 8, with the following amended paragraph:

~~Incidentally~~ However, since the conventional occupant restraint system ~~is~~ was such as to prevent the twisting of the folded air bag by an assembler who visually ~~watches~~ watched the mark imparted on the surface of the folded air bag, there has existed a possibility that the folded air bag ~~is~~ was mounted in a twisted state from an error of the assembler in watching the mark.

Please replace the paragraph beginning at page 5, line 19, with the following amended paragraph:

As shown in Fig. 1, in a side of a vehicle body of a vehicle, a door opening 14 is formed between front pillar 11 and a center pillar 12 for mounting therein a front side door 13 and a door opening 17 is mounted between the center pillar 12 and a rear pillar 15 for mounting therein a rear side door 16. A roof side rail (not shown) which extends in a longitudinal direction of the vehicle body in such a manner as to connect an upper end of the front pillar 11 and an upper end of the rear pillar 15 defines upper edges of the

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door openings 14, 17 for the front side door 13 and the rear side door 16, and an occupant restraint system C is provided along the roof side rail. Note that while occupant restraint systems C which are constructed substantially identically are provided on left and right sides of a vehicle body, ~~the~~ The occupant restraint system provided on the right side of the vehicle body will be described as representing both the systems.

Please replace the paragraph beginning at page 6, line 21, with the following amended paragraph:

As shown in Figs. 3 and 4, the air bag 21 extending in a longitudinal direction of the vehicle body is formed by superimposing a first base fabric 25 on a second base fabric 26 twofold and sewing 27 them together, and a plurality of cells 29[. . .] and an upper communicating passage 30, are formed in the air bag 21 by such sewing 27. The first base fabric 25 and the second base fabric 26 are formed into a substantially identical shape. The plurality of cells 29[. . .] branch off downwardly from the upper communicating passage 30 which connects to a highly pressurized gas supply pipe 31 which extends from an inflator 33 accommodated in the interior of the rear pillar 15, and the lower ends of the respective cells 29[. . .] are closed. A plurality of mounting portions 21a [. . .] are formed along the upper communicating passage 30 of the air bag 21.

Please replace the paragraph beginning at page 7, line 10, with the following amended paragraph:

As shown in Figs. 5 and 6, an air bag cover 34 is made up of two rectangular nonwoven fabrics which are sewn together at a lower sewing portion 34a and an upper sewing portion 34b in such a manner as to form a tubular shape so that the air bag 21 which is folded up is accommodated in the interior of the air bag cover 34 so formed, and slits 34c are formed like a sew line in an outboard side of the air bag cover 34 in such a manner as to be broken when the air bag 21 is inflated. A belt-like protruding portion 34d extends longitudinally along an upper portion of the upper sewing portion 34b, and the plurality of mounting portions 21a [. . .] on the air bag 21 are held in the belt-like

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protruding portion 34d of the air bag cover 34 and are then sewn together with the belt-like protruding portion 34d at the upper sewing portion 34b. Then, the mounting portions 21a [ . . . ] and the belt-like protruding portion 34d of the air bag cover 34 are fastened together with common bolts 38[ . . . ] to a plurality of brackets 37[ . . . ] which are fixed to the roof 35 with bolts 36[ . . . ] .

Please replace the paragraph beginning at page 8, line 23, with the following amended paragraph:

Then, when the folded air bag 21 is fixed to the brackets 37 [ . . . ] of the roof 35 with the bolts 38 [ . . . ] after the air bag 21 is covered by the air bag cover 34 and the inflator 33 is installed in place, in the event that the air bag 21 is erroneously fixed in a twisted state, there is caused a possibility that a smooth deployment of the air bag 21 is disrupted.

Please replace the paragraph beginning at page 10, line 11, with the following amended paragraph:

While, in the first embodiment that is described above, the belt-like protruding portion 34d is provided on the air bag cover 34 which covers the folded air bag 21, in a second embodiment, a belt-like protruding portion 21b is formed integrally along an upper edge of an air bag 21. This belt-like protruding portion 21b also functions as the plurality of mounting portions 21a [ . . . ] provided on the air bag 21 described in the first embodiment.

Please replace the paragraph beginning at page 10, line 24, with the following amended paragraph:

A third embodiment is such as to add a protector 39 to the second embodiment that is described above. The protector 39 is formed of an extremely thin synthetic resin in such a manner as to facilitate the deflection thereof and includes a main body portion 39a which extends longitudinally in a belt-like fashion along the folded air bag 21, a belt-like protruding portion 39b which extends along an upper edge of the main body portion

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39a, and a plurality of protecting portions 39c [. . .] which extend from a lower edge of the main body portion 39a at positions corresponding to the front pillar 11, the center pillar 12 or the rear pillar 15 in such a manner as to hold a bottom side of the air bag 21. When the belt-like protruding portion 21b on the air bag 21 is fixed to the brackets 37 [. . .] with the bolts 38 [. . .], the belt-like protruding portion 39b on the protector 39 is superimposed on the belt-like protruding portion 21b on the air bag 21 so as to be fastened together therewith.

Please replace the paragraph beginning at page 11, line 16, with the following amended paragraph:

When the air bag 21 breaks the air bag cover 34 and deploys downwardly, the protecting portions 39c [. . .] of the protector 39 extend along the front pillar 11, the center pillar 12 or the rear pillar 15, whereby the air bag 21 is prevented from being caught by the front pillar 11, the center pillar 12 or the rear pillar 15 so as to enable the smooth deployment of the air bag 21.

Please replace the paragraph beginning at page 12, line 22, with the following amended paragraph:

A fifth embodiment is a modification to the first embodiment and is such that openings 34e [. . .] are formed in the belt-like protruding portion 34d provided along the upper edge of the air bag cover 34 of the first embodiment. These openings 34e [. . .] are provided to avoid an interference between, for example, a member such as an assist grip and the belt-like protruding portion 34d of the air bag cover 34 in the event that the assist grip is fixed to the roof 35. What is important here is that the opening 34e is not a notch. In case a notch is formed in the belt-like protruding portion 34d in such a manner as to open the upper edge thereof, the air bag 21 becomes easy to be twisted despite the provision of the belt-like protruding portion 34d and the advantage of preventing the erroneous assembly cannot be exhibited. In contrast, in case the openings 34e [. . .] are such that the upper edge is connected by bridge portions 34f [. . .], the resisting force

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against the twist of the air bag 21 can be increased to thereby secure the advantage of preventing the erroneous assembly.

Please replace the paragraph beginning at page 14, line 10, with the following amended paragraph:

A seventh embodiment is such that an air bag cover 34 is formed by bending a single nonwoven fabric, and a twist preventing member 43 made up of a round rod formed of a synthetic resin is inserted into a tubular portion 34i formed by a sewing portion 34h extending along an upper edge of the air bag cover 34. Similarly to the first embodiment, the fixing of the air bag 21 is implemented by fastening together a belt-like protruding portion 34d of the air bag cover 34 and the mounting portions 21a [ . . . ] of the air bag 21 with the bolts 38.

Please replace the paragraph beginning at page 15, line 21, with the following amended paragraph:

While, in the seventh and eighth embodiments, the tubular portion 34i for supporting the twist preventing member 43 is provided on the air bag cover 34, a ninth embodiment shown in Fig. 15A is such that tubular portions 21c [ . . . ] are formed on lower sides of the mounting portions 21a [ . . . ] of the air bag so that the twist preventing member 43 can be passed therethrough. In addition, as shown in Fig. 15B, the tubular portions 21c [ . . . ] may be formed on upper sides of the mounting portions 21a [ . . . ] of the air bag so that the twist preventing member 43 can be passed therethrough.

Please replace the paragraph beginning at page 16, line 11, with the following amended paragraph:

While, in the seventh to ninth embodiments, the twist preventing member 43 having a circular cross section is used, a twist preventing member 43 used in a tenth embodiment shown in Figs. 16A, 16B is formed into an elongated plate-like shape, and openings 43a [ . . . ] are formed in predetermined positions thereof so that the mounting portions 21a [ . . . ] of the air bag 21 are passed therethrough from below to above.

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Please replace the paragraph beginning at page 17, line 11, with the following amended paragraph:

As shown in Figs. 17A, 17B, a twist preventing member 43 according to an eleventh embodiment is similar to the twist preventing member 43 having a C-shaped cross section of the tenth embodiment which is shown in Fig. 16E, but since the twist preventing member 43 of the eleventh embodiment has cut-outs 43b [ . . . ] provided at predetermined intervals, the twist preventing member 43 can easily be deflected to be deformed, this facilitating the job of fixing the air bag in such a manner as to follow along the curved upper edges of the door openings 14, 17. In addition, while a twist preventing member 43 according to the eleventh embodiment which is shown in Fig. 17C is similar to the twist preventing member 43 having an L-shaped cross section according to the tenth embodiment which is shown in Fig. 16D, the twist preventing member 43 is formed in a wave-like fashion as a whole, and hence the twist preventing member 43 can easily be deflected to be deformed, which facilitates the job of fixing the air bag in such a manner as to follow along the curved upper edges of the door openings 14, 17.

Please replace the paragraph beginning at page 18, line 7, with the following amended paragraph:

A plurality of brackets 41 [ . . . ] fixed to the vehicle body with bolts 40 have fixing portions 41a [ . . . ] to which predetermined mounting portions 21a [ . . . ] of the air bag 21 are fixed with bolts 38, and the adjacent fixing portions 41a [ . . . ] are coupled to ends of plate-like coupling members 44 [ . . . ] with rivets 42 [ . . . ]. Consequently, the fixing portions 41a [ . . . ] of the brackets 41 [ . . . ] which are coupled alternately and the coupling members 44 [ . . . ] make up a rod-like twist preventing member 43 as a whole, whereby the twist of the folded air bag 21 can be prevented.